LP
F

F5012
.B54G7

STATEMENT OF ACCOUNTS

AND

REPORT OF THE DIRECTORS

OF THE

Great Western Railway

OF

CANADA.

(Mr. Mackenzie.)

Ordered by the Legislative Assembly, to be Printed, 20th October, 1854.

QUEBEC:

PRINTED BY LOVELL AND LAMOUREUX, AT THEIR STEAM-PRINTING ESTABLISHMENT,
MOUNTAIN STREET.

1854.

GREAT WESTERN RAILWAY

CAPITAL ACCOUNT.

Dr. Cr.

	Receipts to 31st May, 1854.			From June 1st to July 31st, '54.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Share Capital—amount paid on Shares	1,230,370	15	1	27,322	8	5	1,257,693	3	6
Convertible Bonds—Option 1856 £466,37[illegible] Option. 1860 ... 305,67[illegible]	735700	0	0	36,350	0	0	772,050	0	0
Non-convertible Bonds, due 1873	215,525	0	0	56,125	0	0	271,750	0	0
Government Debentures	244,444	9	0	..	..	..	244.444	9	0
Premium on sale of ditto	30,555	11	0	..	..	..	30 555	11	0
Forfeited Shares	2.596	1	9	..	..	..	2.596	1	9
Balance	245,972	6	8	81,945	16	2	327,918	2	10
Totals	£2,705,264	3	6	201,743	4	7	2,907,007	8	1

	Expenditure to 31st May, 1854.			From 1st June to July 31st.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Right of Way	150,235	12	2	1,274	0	7	150,509	12	9
Grading	900,644	14	11	13.459	13	4	913,504	8	3
Masonry	231,722	1	10	5,621	7	4	237.343	9	2
Bridging	114.304	3	10	3.710	15	6	118.014	19	4
Superstructure	240,917	11	0	62,883	13	6	303,801	4	6
Engineering	78,587	14	10	2,401	14	0	80 989	8	10
Cost of Iron	353,437	0	6	2 563	18	0	356.000	18	6
Station Buildings	70,654	0	4	18,216	17	2	88,870	17	6
Locomotives, Freight and Duties	.....			.....			147,429	4	5
Cars	.....			.....			160,773	11	3
Locomotive and Car Buildings and Stocks	281018	13	4	82,282	9	8	36.012	2	7
Machinery and tools	.....			.....			19,086	4	9
Steam Ferry "Transit"	10,107	9	10	137	1	1	10,244	10	11
Steamers "Canada" and "Americe"	35,587	10	2	5,614	4	2	41,201	14	4
Interest on Shares and Bonds	154,498	1	1	0	0	0	154,498	1	1
Agencies on ditto	41,751	15	5	1,738	16	3	43,490	11	8
Law charges	7,833	12	6	791	11	11	8,626	4	5
Police Force	2,569	6	8	0	0	0	2,569	6	8
Salaries	11,031	10	3	350	0	0	11,381	10	3
Printing, Stationery, &c.	4,004	19	9	392	7	10	4,397	7	7
Incidental, including cost of furniture, travelling expenses, taxes, insurance, office expenses, &c., &c., &c.	16,957	5	1	304	14	3	17,261	19	4
Totals	£2,705,264	3	6	201,743	4	7	2,907,007	8	1

Dr. STATEMENT OF REVENUE ACCOUNT TO 31st JULY, 1854. Cr.

	£ s. d.	£ s. d.		p centage on gross receipts.	£ s. d.	£ s. d.
Amount of Passenger traffic—(No. of Passengers, viz: First Class, 197,459½: Emigrants, 13,469) ..	111,905 15 11		Maintenance of Way Works and Stations, at £120 c'y per mile, including salaries of Engineers		13,680 0 0	
			Maintenance of Signals and Turntables		189 12 0	
			LOCOMOTIVE DEPARTMENT, (WORKING OF ENGINES).	9.24		13,869 12 4
			Enginemen and Firemen's wages		3,469 6 10	
			Laborers, Cleaners and Pumpers' wages		2,265 17 10	
			Clerks, Foremen and Storekeepers' salaries		403 13 4	
Amount of freight and live stock	31,418 17 11		Wages and material for repairs of tanks and tank houses		41 1 5	15,759 7 0
			Fuel		5,438 17 4	
Amount of Mails and sundries	6,780 17 10		Oil, Waste and Tallow		787 9 4	
		£150,105 11 8	REPAIRS OF ENGINES.	8.26	12,406 6 1	
			Mechanics and Laborers' wages		2,097 17 9	
			Clerks, Foremen and Storekeepers' salaries		410 19 9	
			Material and Fuel used in repairs		814 3 5	
			CAR DEPARTMENT.	2 23	3,356 0 11	
			Maintenance of Passenger Cars, wages		1,607 18 7	
			Do do materials		876 4 8	
			Do Freight Cars, wages		1,572 15 4	
			Do do materials		775 14 8	
			Clerks, Foremen and Storekeepers' salaries		504 11 1	
			TRAFFIC DEPARTMENT CHARGES.	3.55		5,337 3 1
			Salaries—Manager, Superintend. Station-masters and Clerks at Stations		5,681 0 0	
			Salaries to Foreign Agents and expenses connected therewith		5,272 9 8	
			Wages—Conductors, Breaksmen and Baggage men		3,796 4 4	
			Do.—Policemen, Porters, Signalmen, and extra Freight Warehouse men		5,987 0 3	
			Wages—Steam ferry-boat at Windsor, and hire of temporary boat ..		1,040 11 5	
			Cord wood supplied Stations and Cars		455 0 0	
			Stores supplied Stations		647 14 2	
			Horses and horsekeep		102 15 0	
			Compensation		2,020 12 3	
			Counterfeit and uncurrent Money		67 8 6	
			Incidental travelling expenses and petty charges		455 4 6	
			GENERAL CHARGES.	17.01		25,526 0 1
			Salaries—Secretary, Treasury and Audit Departments		1,785 9 8	
			Printing, Advertising and Stationery		3,647 9 3	
			Fire Insurance		1,192 3 4	
			Postages		72 5 5	
			Rent of Offices and Wharf at Detroit	4.55	120 16 8	6,818 4 4
			Total working expenses	44.84		67,310 7 8
			Balance carried to Net Revenue Account			82,795 4 0
		150,105 11 8				£150,105 11 8

1253204

Dr. NET REVENUE ACCOUNT, 31st JULY, 1854. Cr.

Balance from Revenue Account	£82,795	4	0	INTEREST CHARGES.	£	s.	d.	£	s. d.
				Interest on Government Debentures £244,444 at 6 per cent	7,300	0	0		
				Sinking Fund of 3 per cent. to provide for liquidation of above.	3,650	0	0		
				Interest—Non Convertible Bonds	6,468	15	0		
				Do Convertible do	19,499	15	8		
				Do Bank Loan	8,397	4	10		
								45,315	15 6
				Dividend on 49,362 Shares, at 3 per cent				37,021	10 0
							£	82,337	5 6
				Balance to be carried forward				457	18 6
	£82,795	4	0				£	82,795	4 0

Dr. GENERAL SUMMARY OF BALANCES, 31st JULY, 1854. Cr.

	£	s.	d.		£	s.	d.
Balance at Debit of London Agency	96,089	12	2	Balance at Credit of Revenue Account	37,479	8	6
Municipal Debentures on hand	17,350	0	0	Amount due Contractors and others	108,372	8	9
Stores on hand	12,395	15	7	Amount due the Bank of Upper Canada	318,061	13	4
Fuel	4,225	0	0				
Sundry Balances due to Company	5,935	0	0				
Balance at Debit of Construction Account	327,918	2	10				
£	463,913	10	7	£	463,913	10	7

This is a true Statement of the Books.

Hamilton, September 30, 1854.

BRACKSTONE BAKER,
Secretary.

REPORT.

In pursuance of the understanding come to at the Annual Meeting in June last, the Directors of the Great Western Railway now meet their Stockholders for the purpose of laying before them a statement of the operations of the Company during the first half year of the line being opened for traffic—of the outlay of Capital, and progress made towards the completion of the works—and an estimate of the expenditure still considered necessary to finish the line in a way that will enable it to do the business which there is reason to believe will come upon it. In the estimate required for future outlay, the Directors have formed their judgment upon a careful consideration of all the circumstances involved. No expense or outlay is included which they think can safely be omitted, and they have tried to study the Shareholders' interest in all that has been done.

From the Revenue Accounts appended to this Report, it appears that the Gross Traffic for seven months, from the 1st January to the 31st July, was £150, 105 11s. 8d., which, after deducting working expenses and all interest on Bonds and borrowed money, leaves a sum of £37,479 8s. 6d., available for dividend on the Share Capital, from which the Directors recommend that a dividend be now declared of three per cent. up to the 31st July, 1854, which will leave a surplus to be carried to the credit of the current half year of £457 18s. 6d.

It will be in the recollection of the Proprietors that the line was not opened throughout until 27th January, 1854, and as the traffic for the first few weeks was very small, the line may be said to have been practically in operation for less than six months, up to the 31st July, 1854.

To the Report are appended four Statements, shewing the details of the aggregate traffic.

Statement A exhibits the Nos. of Passengers travelling over the line in each of the respective months.

Statement B shews the amount received monthly for each item of traffic, and

Statement C affords full details of the different descriptions of freight carried.

Statement D shews the traffic from each Station in passengers and freight.

The expenses which have been incurred in earning the above amount of traffic are fully set forth in the accounts.

The exact cost of the maintenance of the line is very difficult accurately to ascertain, from the fact that so much of the line was incomplete, the necessary works upon which were being carried on by the Company simultaneously with the repair of the permanent way. It has therefore been determined to charge against maintenance of way, a sum equal to £120 Currency, per mile, and this, considering that it is the English practice invariably to include maintenance during the first six or twelve months as a charge upon construction, will, it is hoped, be satisfactory to the Stockholders.

The Directors have pleasure in referring to the satisfactory report of the Engineer relative to the present condition of the Line, and the prospects of its being, when completed, a substantial work.

The Directors must also refer to the Engineer's Report for full details as to the extent and cost of the work still remaining to be done.

The charge incurred by the Locomotive Department is large, from the causes ntioned in the Superintendent's Report, hereto annexed. The first opening of extensive a line as the Great Western Railway in the depth of winter, materi-

ally enhanced the cost of everything connected with the working of the line, and the exceedingly high rate of wages, and the great difficulty in procuring good and steady workmen, added greatly to the cost The roughness of the line, upon the breaking up of the frost, also added materially to the wear and tear of the Engines, and the accidents which have happened from cattle getting on the line, have also largely increased the cost of repairs.

The whole charge of this Department amounts to £15,759 7s. 0d. and the number of miles performed by Engines amounts to 246,668, making the cost per mile run 1s. 3¼d Currency, equal to about 1s. Sterling—this, under the circumstances, is not high.

The Stock of Engines at present, stands as follows, namely :—

No. in good working order	26
" requiring heavy repairs	3
" " slight "	5
Total now on the line,	34
" ordered from Slaughter & Co., for Freight Trains,	8
" ordered from Fairbarn & Co.	6
Total for working the line at present, recived or under contract,	48
No. of Ballast Engines	8
Total,	56

The Directors looking at the existing and expected traffic, are of opinion that four additional Engines must be ordered.

Several items in the Locomotive account, will, it is hoped, be henceforth somewhat reduced, such as the charge for labourers, cleaners and pumpers—this has been hitherto high on account of the unfinished state of the Tank-houses, Engine Sheds, &c. Arrangements are progressing for economising the consumption of fuel, oil, and waste, though it is to be feared that the cost of fire-wood may increase so as to neutralize any savings that will be effected in its future consumption.

The cost of the Car Department is high, owing mainly to the best quality of iron not having been used for the Cars, and to other defects in their original construction—nearly the whole of the iron work has had to be renewed, as also 18 pairs of trucks under the Passenger Cars, and this, combined with the injuries caused by accidents arising from cattle, has tended to swell the whole charge to an amount which will, it is hoped, be in future quite exceptional in proportion to the number of Cars in use. The following is a statement of the Car Stock:—

	Received.	Under const.	Total.
Passenger Car, 1st Class	30	15	45
" Emigrant	20	20	40
Baggage Express Mail Cars	12	15	27
Box Freight Cars, eight wheels	215	466	681
" four "	0	100	100
Platform Cars	100	40	140
Cattle Cars	0	40	40
Sheep Cars	0	20	20
Gravel Cars	409	0	409
Total	786	716	1502

The existing Stock of Cars has been improved by the repairs which have been made during the past half-year. The Directors are of opinion, that considerable improvement may be made in the construction of both Passenger and Freight Cars, especially in relation to the use of seasoned timber—and this question will receive their careful attention and consideration.

The items under the head of Traffic and General Charges do not, with one or two exceptions, require much comment.

The Charge for the Steam Ferry, at Windsor, is one which is partially covered by the rent of the Refreshment Room, on board the steamer, and by fares received from other than Railway passengers—a small charge for ferriage is also included in the fares of through passengers.

The charge for Foreign Agencies is one arising from the peculiar system adopted upon this Continent by all Railway Companies. It consists of the wages and salaries of a number of Agents and Runners scattered through the States to the East and West of this line, and whose duty it is to induce travel to adopt this particular route ; the system is beyond all question a bad one, besides involving a great expense. Efforts are now being made by co-operation amongst all Railway Companies, to abolish the system, and it is confidently hoped that this large expense will be materially reduced, if not almost entirely abolished.

The charge for printing, stationery, and advertising is large, but now that all the books and forms connected with the working of the line are set up and arranged, this expense will in future be reduced

The cost of insurance, now £1,200 per annum, is very heavy, and it will be worthy of consideration at an early period, whether the practice of American Railways should not be followed, viz. by the Company taking the risk of fire upon itself, and laying aside annually a sum equal to the present charge for insurance, until the fund reaches an amount which might, with interest, cover all risk.

The whole expenses for working the line have been at the rate of 44.84 per cent, upon the gross receipts.

The business of the Company, so far as relates to the passenger traffic, has for some considerable time been conducted with regularity. The freight traffic has been subject to some irregularities, arising mainly from an insufficiency of Engine-power and of Cars, and in some places want of sufficient warehouse and siding accommodation. These various difficulties are however gradually disappearing, and the arrangements now in progress, will, it is confidently expected, place the working of the freighting business on a satisfactory footing.

	£	s.	d.
The Accounts shew that up to 31st July, 1854, there had been incurred a gross charge of . .	2,907,007	8	1
The Amount still due for Rolling Stock, Machinery, &c.	171,229	1	1
The Amount required to complete and ballast the Line, Works, and Stations, as per Estimate of Engineer, is	359,108	15	0
Amount still required for Land and Land damages	20,000	0	0
Total cost of Line and Rolling Stock .	£3,457,345	4	2

A further sum of £35,000 will be required for the completion of the two steamers.

Since the Annual Meeting in June last, the Company applied for and obtained Bonds of the Provincial Government to the amount of £300,000 Sterling : these Bonds were not, however, received until after the 31st July last, and accordingly do not appear in the present accounts—they have been, however, since then, disposed of upon satisfactory terms, and the proceeds placed to the credit of the Company.

This makes the position of the Company stand, on the 31st July, 1854, as follows :—

		£	s.	d.
Amount due to Contractors, &c., including percentage retained		108,372	8	9
Temporary loan from Bankers		318,061	13	4
Amount of Engineer's Estimate to complete the Line		359,108	15	0
Land and Land damages, say		20,000	0	0
Amount required for Rolling Stock, Machinery, &c.		171,229	1	1
Total,		£976,771	18	2
Less proceeds of Government Bonds	£373,800			
" other assets	109,850	483,650	0	0
Balance		£493,121	18	2

Of the above amount some portion will be payable in Bonds and Shares.

The total cost of the Line and Plant having so much exceeded all previous calculations, the Directors will endeavour to explain the causes which have led to this large increase of cost.

The original estimate of the cost of the line was made several years ago, when the price of labor, material, land, and everything relating to the construction of a Railway was extremely low in Canada. It appears that the estimate was framed upon the assumption that the line starting from the Falls of Niagara, about 100 feet below the level of Lake Erie, would keep on that level and so not have much rise to overcome in reaching the Detroit River. It seems also that no detailed survey and estimate of quantities was then made.

A year or two after this, the then Engineer reported that he thought the line could be carried through for the sum originally estimated.

It appears that even at that time no detailed and accurate survey and measurements had been made, as many parts of the line were not even finally located, but the Engineer was instructed to shew in detail the exact cost of every part of the line. It is necessary here to mention that, in 1851 and 1852, contracts for the construction of the whole of the line had been let to various parties, based upon plans and profiles made at that time and containing stipulations that the Contractors would proceed with the works when ordered to do so—these contracts will hereafter be referred to.

The above mentioned Report was received in September, 1852, and shewed that the cost of the line, exclusive of land, interest, management, &c., would exceed the first estimate by about £300,000 Currency. It had always been understood that the Great Western Railway would be nearly as easily constructed as the lines in the Prairies of the West, and that its cost would therefore bear something like a proportion to the cost of those Western Railways. But such turned out not to be the case, as will appear from the following extract from a Report made in June, 1853, by the then Engineer of the Company :—

"From a pretty large experience, both professionally and as a Contractor on "public works, I had supposed myself familiar with many hard and difficult "points of execution, but I am fully satisfied that with the exception of rock ex- "cavation, more difficult obstacles and inveterate and extended in their charac- "ter are seldom found, even on as extended lines as the Great Western, than are "encountered between Niagara Falls and Windsor."

In proof of this may it be remarked that the original design of the line, to keep on the high ground 300 to 400 feet above the level of Lake Ontario, was changed, and it was determined that the line should strike the lower lake at Hamilton. To accomplish this the line is brought gradually down the side of what is termed the "Mountain," which forms, it is supposed, the original boundary of Lake Ontario. The works upon this part of the line are very heavy indeed, as appears

from a return of the cost of the first 18 miles from Niagara Falls, this portion without land, rolling stock, or any other charge but the mere cost of the line itself, has reached the large sum of £17,900 Currency, per mile. This brings the line to the level of Hamilton, where extensive Station grounds with large water frontage have been secured (about 30 acres), which were once covered with water, and have now been filled in with earth. From Hamilton the line rises about 800 feet above the level of Lake Ontario, and for about 30 miles has very heavy works indeed.

The cost of 24 miles of the line from Hamilton, westward, again exclusive of land, rolling stock, &c., has reached £21,500 currency, per mile.

The contracts before alluded to, and under which the line has principally been constructed, must now be explained, first premising, that in their general features they are similar to most railway contracts in America, upon the model of which they were framed by engineers and others, who had been concerned in the construction of railways in that country. These contracts are wholly dissimilar to English contracts: they specify no defined sum which the works are to be constructed for, but the price is fixed in this way—they contain clauses which provide that the different kinds of work shall be executed at certain prices per yard, no word being said about the whole quantity or gross number of yards comprised in each contract—for instance, the contracts run thus:

For indurated earth . .	( ) cents per yards,	measured in	excavation.
" common earth . .	" do	do	do
" hard pan . . .	" do	do	do
" rock	" do	do	do
" masonry . . .	" dollars per yard	do	do
" brickwork . . .	" do do		
" bridging . . .	" do per 1000 feet, B. M.		

and so on, for all the different kinds of work which the contractor may have to xecute in forming the part of the line let to him. The paying of different prices por different kinds of earth is obviously a bad one, because disputes, almost im-ossible of a clear and satisfactory solution, invariably arise as to the exact quan-ties of the different kind of material. But it must be at once obvious, that the nly proper guide with such contracts, as to the whole cost of the line, must ntirely depend upon accurate measurements of the quantity of work to be performed

After the Engineers' Report of September, 1852, before referred to, a change took place in the Engineering Department, and in June, 1853, the then Engineer made a report, in which he stated that he had caused careful estimates to be made of the different kinds of work throughout the entire line, and handed in detailed estimates of the quantities and cost of every part of the line—the cost being based upon the prices contained in the contracts. His report showed that the aggregate cost of the line would, according to his calculations, exceed the estimate rendered in September, 1852, by about £340,000 currency. It was about this time that a most extraordinary advance took place in the cost of labor, provisions, materials, land, and indeed almost everything in Canada, and this had a very important and unfortunate effect upon the cost of the Great Western Railway. Contractors in Canada are (necessarily) in most cases, men of small capital, and it is clear that, unless they get remunerative prices for their work, they are unable to carry it forward, because they depend upon being able to pay their men, buy provisions for the men and horses, purchase materials and implements, out of the money they monthly receive from the Company, on account of the estimates of the work they have done. The result of this is, that when a contractor failed, as many of them did, the only course to pursue was to re-let the works at prices which would enable them to be carried on. This applies

peculiarly to all mechanical work, such as masonry, bridging, &c., the wages of skilled laborers having risen to an enormous price, as also the price of timber and iron.

It must also be mentioned, that in many instances the character of the mechanical structures has been much improved, thereby adding to the cost.

It is easily to be seen how these various facts tended to increase the cost of the line; but in addition to this, it now appears that the estimated quantities of work fall in many cases considerably below the actual fact.

For instance, it now appears that the earth work was short estimated by about 600,000 yards.

In the item of bridging there has been an under estimate of upwards of 2,300,000 feet, B. M

The cost of the Station buildings will exceed the estimate by about $60,000.

In superstructure, that is, the cost of the iron, sleepers, spikes, &c., and laying them, there has been a very large increase. In the early estimates, the rails were put down at the first cost in Wales, and no allowance made for transportation, insurance, or duties. In the report of June, 1853, the Engineer endeavoured to remedy this omission, and made out what he supposed then to be liberal allowances for these items; but his calculations have been greatly upset by the large increase in price before referred to, as having taken place in Canada towards the close of last year. The necessity for delivering the iron at various points, making it necessary to cart it along miserable roads fromthe different ports on Lake Erie, Ontario, and St Clair, to the line of Railway, added very largely to the cost under this head. The extent of sidings estimated in June, 1853, turns out to be far below the absolute requirements of the traffic. It was then estimated that 17 miles of sidings would be sufficient; but as there are now 33 stations, with the certainty of a very large freight traffic, it is perfectly clear that far more will be needed.

It appears again, that it is not usual for Engineers in this country to add a per centage to their estimates for extras or contingencies. But the fact shews, that extra bills, which could not be avoided, and which could not have been estimated, except in the shape of contingencies, have been passed by the Engineer to the amount of upwards of $300,000.

The cost of the land is another large item of increase, arising to a large extent from the great progress of the country and the prospects of large traffic, showing the necessity of acquiring more land at Stations than was at first anticipated—the cost of land was first estimated at about £20,000. It will cost in all about £175,000 currency.

The next important item is that of rolling stock, where a very large increase has taken place. It will need no explanation to point out that this expenditure, when really necessary, as in this case, is the best expenditure that can be incurred.

The original estimate for rolling stock was never increased until June, 1853; probably from the fact, that no very exact knowledge existed as to the description or extent of traffic that would arise. It however became early quite manifest, after the opening of the Line, that if it was ever to pay any dividend, a great deal more rolling stock would beyond all doubt be immediately required.

The original estimates showed that the following stock would be needed:—

20	Engines (or one to every 12 miles)	£50,000 currency.
25	Passenger Cars, holding 64 each,	16,500 "
20	Emigrant Cars, ...	10,000 "
12	Baggage and Express Cars, .	6,000 "
100	Platform Cars, . . .	45,000 "
150	Freight Cars, . . .	
	Total	£127,500

To the above the Engineer's Report of June, 1853, added but little, viz:—

6 small Engines, for ballasting purposes.
2 Passenger Cars.
100 Freight Cars.

In a report from the Managing Director of the Company, which was circulated amongst the Shareholders in August, 1853, there occurs the following passage, viz:—

"I may, however, here say, that if my expectations of traffic are at all re-
"alized, we shall need a very much larger quantity of rolling stock than has ever
"yet been estimated as necessary."

The traffic of last winter and spring fully justified those expectations, and the Directors have now some experience to guide them as to the extent of rolling stock that is necessary to carry on the business, and accordingly the necessary quantity is stated in the early part of this report.

From the foregoing explanation, it will be seen how impossible it was to foresee the large additions which have been made to the cost of the Line, but it is satisfactory to know that about £300,000 currency, of the increase, is for rolling stock.

The question then arises as to the return which may be expected upon the gross cost of the Line.

It may be here remarked that, although the Bonds of the Provincial Government form an extra charge upon the revenue of the Company of £15,000 sterling a year,—yet that this amount being invested, as is required by Law, at compound interest, it will in about nineteen years extinguish the said Bonds, or upwards of one-sixth of the capital of the Company. This gradual process of liquidation, of course, adds to the value of the stock in proportion as the process of liquidation goes on.

The question as to the probable traffic must now be treated. The traffic for the past seven months was seriously impeded by the incapacity of the old Suspension Bridge at Niagara Falls (designed only as a temporary structure to be used during the construction of the new Bridge) to accommodate the unexpected business that was forced upon it—by the insufficient supply of Engine power, preventing the Company during the spring from running more than one through train daily, and by the want of a sufficient number of freight cars to convey the goods that were offered. The traffic, however, from the 27th January to 31st July, 1854, averaged £5,200 currency, per week; and for two weeks in succession it reached upwards of £7000 currency, per week. The great heat of the weather during the summer, and the unusual sickness which prevailed throughout the continent, seriously affected the traffic of this and all other Railways, and also gave the steamers on Lake Erie a great advantage from the fact of there being no steamers on Lake Ontario in connection with the Great Western Railway.

The summer season on this continent is not the busiest for American Railways. In addition to the experience of the Great Western itself, the following example will be sufficient, viz., on the Southern Michigan Line the traffic in July, 1853, was $116,263.

In October, 1853, it was $220,804:

In considering the question of future traffic, it may be useful to look at the following facts:—

On the Southern Michigan the receipts

	1852.	1853.
In August were . . .	$95,108	$154 063
In September	118,805	198,287
In October	134,947	220,804

For the month of June, this year and last, the following lines show receipts as under:

	1853.	1854.
Michigan Central	£119,433	$171,359
" Southern	148,946	185,635
Pennsylvania	156,978	227,652
Ohio and Pennsylvania	55,350	82,059
Hudson River	94,978	158,074

From the above it will be seen that, whilst the Michigan Central has, owing to the opening of the Great Western Railway, increased so largely, the Southern Michigan has also increased largely, notwithstanding the opening of the new avenue to the Western States.

From the foregoing facts the Proprietors will be enabled to draw their own conclusions. The prosperity of the Company must of course depend mainly on the future traffic that may come upon the Line, and in this respect the Directors repeat the expression of their confidence that it will become ample and remunerative as the resources of the country are developed. The limited experience thus far obtained is most encouraging, and is also sustained by the opinions of all parties whose business knowledge and connexions in the country entitle those opinions to weight. It is of course impossible to point with certainty to any particular sum as a weekly receipt for next year; but in naming £7000 c'y., reckoning from 1st August last, it will not be generally thought a sanguine estimate. Another year would and probably will materially increase whatever the amount may be this year. As a passenger route for the Chicago travel this line is at present unquestionably commanding a preference, and the rapid growth of that city, and the districts with which it is connected, cannot fail progressively to increase the through business.

The traffic since the end of August has increased as follows, and continues steadily to advance, viz:—

Week ending	8th	September,	£4,931	0s.	2d.
" "	15th	"	6,141	18s.	10d.
" "	22nd	"	7,439	12s.	1d.

It is, however, right, distinctly to point out, that further outlay for Rolling Stock and Station accommodation will be required to accommodate the business whenever the traffic averages £8,000 to £10,000 per week, and that amount of traffic will also force the Company to consider the necessity of doubling some part of the line.

Looking to the present position of the Company, application is now being made to the Provincial Parliament for an extension of capital. The Act also contains several amendments to the existing charter found to be necessary for various purposes.

The Books of the Company have been examined from the commencement by Judge O'Reilly and R. P. Street, Esquire, whose certificate to that effect is appended to the accounts, and the Directors think it but right to state that those Gentlemen have most carefully and thoroughly carried on this important duty.

On the 21st August last, the Galt Branch was opened for public traffic, and the business upon it is already encouraging.

Since the Report of June last, the arrangement then mentioned as being under discussion with the Grand Trunk Company, has been completed and formally ratified by the two Boards. It provides for the postponement for a certain period of all questions which might bring the two Companies into conflict, and your Directors trust that the harmony now happily subsisting between the two Companies may continue to the advantage of both.

As a part of the foregoing arrangement, the Sarnia Branch of this Railway has been suspended for a certain period.

Signed by order of the Board of Directors,

ROBERT W. HARRIS,
PRESIDENT.

HAMILTON, 26th September, 1854.

REPORT OF THE ENGINEER.

To the President and Directors of the Great Western Company.

GENTLEMEN,

I have the honor to submit to you the following Report on the present condition of the Line:—

The Road was opened for public traffic in three different sections successively. The first division from Hamilton to the Suspension Bridge, Niagara Falls, 43 miles in length, was opened to the public on 10th November, 1853; the second from Hamilton to London, 76 miles in length, on 21st December, 1853; and the third from London to Windsor, 110 miles in length, on January 27th, 1854. The Galt Branch, 12½ miles long, has since been opened on 21st August last.

The construction of the Line was at that time under the direction of John T. Clarke, Esquire, your Chief Engineer; but he having early in the present year, accepted the appointment of State Engineer and Surveyor of the State of New York, in consequence, gave up all active superintendence of the completion of the Works on the Line. The charge of carrying on these was then entrusted to myself and Mr. Scott, each having one half of the Line under his distinct supervision; and on the retirement of Mr. Scott from your service on the 18th of July, I was appointed to the management of the Engineer Department of the whole line.

At the period of the opening of the Line for public traffic, the works generally were in an unfinished state; the prosecution of which towards completion, has been steadily and successfully effected till the present time. The principal works which still remain in progress of construction are the following:—

1ST—EARTHWORKS, OR GRADING.

At the time of opening the first section of the Road, three of the heaviest cuttings between St. Catherines and the Suspension Bridge were incomplete, and the Railway track was carried through them on a temporary grade, elevated respectively at their summits, 5, 12, and 6 feet above the intended permanent level. The first of these, at St. Catherines, has been for several weeks sufficiently far advanced to admit of the track being laid at its ultimate grade, over which the trains now pass. The other two, situated between Thorold and St. David's,—which consist, one of hard-clay, with boulder stones, and the other of limestone rock—are still unfinished; and the former of the two (requiring still the removal of upwards of 65,000 yards), will not be ready to receive the track at its permanent grade till Midsummer of next year. The embankments formed by the material for these excavations are of course also unfinished, and the gap in each of them is now spanned by a strong temporary trestle structure.

Between Hamilton and London the unfinished grading works, at the beginning of this year, consisted of the completion of the filling up of the Depot grounds at Hamilton ; the embankments over the Desjardins gorges ; and cuttings at St. Georges, the Grand River, and River Nith. The three works of embankment above mentioned have been steadily prosecuted all summer; the trains being carried over the Desjardins and Dundas gorges on strong temporary trestle Viaducts. The Desjardins embankment, which still requires about 30,000 yards of material, will be complete in six months ; that at Dundas will be finished in a fortnight from this time ; and the three cuttings west of these, which were at the first taken out to the ultimate grade, will have their sides sloped back before the approach of winter, to such an extent as will prevent any risk of accident to passing trains.

Between London and Windsor, two heavy clay cuttings were unfinished when the Line was opened, and through one of them the track was laid down at a grade elevated a few feet above the permanent level. One of these cuttings is now quite finished, and the other, which still requires the removal of 35,000 yards of material, will be completely opened out early next year.

2ND—MASONRY AND BRIDGING.

Under this head there remained unbuilt at the opening of the Line, a large number of public and private Road Bridges over the Railway track, as well as numerous surface road crossings, cattle passes, and cattle guards. These works have been carried on as rapidly as circumstances would allow, leaving at this time not more than eighteen of the above road bridges to be built, and but very few of the surface crossings and cattle guards. A retaining wall, about 850 yards long, at the foot of the slopes of the cut immediately east of Hamilton station, is now being built, and will be finished by 1st December. The construction of this wall was necessary for sustaining the slopes of the cutting, which consists of a quicksand for a height of three feet from the bottom.

3RD—BUILDINGS.

Shortly after the opening of the Line, all the station buildings employed for the Passenger Traffic, and all the Freight houses at the way stations, were finished and equipped ; as was also (with one or two exceptions) all the buildings and apparatus for wooding and watering the trains. At the present time an enlargement of the Freight houses at the Suspension Bridge and at Windsor, and the completion of the stone Freight house at Hamilton, are in progress, and will be finished in time for the accommodation of the Fall Freight, with the exception of one-third part of the Hamilton Freight House. A new second class station house and siding, will be opened immediately at Dorchester, between Ingersoll and London, and two others, of the same description, between London and Chatham. Besides the above-named buildings, now in progress, an addition to the Freight accommodation, and an alteration of the present arrangement of buildings and sidings for freight traffic at the Falls station, will be required when the Suspension Bridge is ready for the passage of trains, (which is expected to be about 1st January next,) and which additions are allowed for in the estimate hereafter following. The water supply for the Engines, Workshops, and Station buildings at the Niagara Falls station is very defective, involving, as a consequence, an expense which need not necessarily belong to this service, and it has always been looked upon as of a temporary character.

It is at present in contemplation to bring a supply from a permanent source, distant about one and a half miles, which will give a head of 25 feet above the level of the rails on the station yard, thereby obviating the necessity for pumping. An improvement of the water supply is necessary at some of the stations, especially on the Western Division, and will require a further sinking of two or three of the existing wells, and some trifling additional works.

The wharf along the front of Hamilton Depot grounds, on Burlington Bay, is not yet completed on its whole length of about 2,200 feet, but it will be entirely finished to that extent at an early period next year.

4TH—SUPERSTRUCTURE AND FENCING.

The whole Line, with the exception of a few miles between Hamilton and Paris, was opened for traffic with a track laid upon an unballasted road-bed. Between London and Windsor, upwards of one-half of the track was laid upon a basis of longitudinal subsills of 3 inch plank, as a temporary substitute for ballast; and after the trains had commenced running, this system of subsills was introduced under the track in all the wet cuttings, and on freshly formed banks between the Falls and London. Simultaneously with the opening of the Line, three ballast trains commenced work between the Falls and London; one of these was employed at the ballast pit at St. Davids, near the Falls, and is now at work in the gravel pit since opened at St. Catherines; the second is at work at the Stoney Creek pit, 5 miles east of Hamilton; and a third at the Dundas pit, six miles west of Hamilton. Shortly thereafter, a fourth engine and train commenced ballasting at the Grand River pit near Paris, and is now transferred to that at the River Nith, 3 miles west of Paris; and in the beginning of June last, two ballast trains commenced work on the Western Division, one at the Lobo gravel pit, 10 miles West of London; and the other at Baptiste Creek, 13 miles West of Chatham. Three additional ballast pits have been obtained, and are ready to be worked: one of these is situated a few miles West of Ingersoll, the second between Lobo and Chatham, and the third between Baptiste Creek and Windsor. The ballast obtained from these pits is of as good a quality as the country affords, consisting either of a coarse sand and gravel, or of a uniform medium sized gravel. The length of track ballasted by these trains up to this time is 26 miles of the section between Hamilton and the Falls; 48 miles of the section between Hamilton and London, and 18 miles of the section between London and Windsor. On nearly one half of the above distance of ninety-two miles, the line has not yet been raised to its permanent level, but a sufficiency of material has been packed under the cross ties to preserve it from sustaining any unusual injury on the breaking up of the frost. It is deemed preferable to accomplish as great a length as practicable of even a partially ballasted bed, before Winter, than to carry up the track to its full height as the work proceeds.

The ballasting of the whole Line is being performed under contract, by Mr. G. F. Harris, who is bound by such Rules and Regulations in the times of running of his ballast trains, &c., that there has never been the slightest interference with the running of the Company's passenger or freight trains.

An increased siding accommodation for new stations, and for the freight traffic of the Line at all the principal Stations, is still required, amounting in all to nearly—

2 miles additional on Eastern Division,
3 miles do on Central Division,
and 4 miles do on Western Division.

The iron and cross ties for this additional track are already on hand; leaving merely the cost of grading and laying down to be incurred.

The turntables in front of the Engine House at the Falls, Hamilton, Galt, London, Chatham, and Windsor stations, have all proved to be too weak for the service required of them, and an additional cost must yet be incurred in strengthening them.

The fencing of the line was in many districts in a very unfinished state when the trains commenced running, owing to the failure in almost every instance of the fence contractors to fulfil their contracts within the specified time; all the contracts requiring the completion of the fencing nearly twelve months before the Line was opened. Every effort was exerted to urge forward the contractors

with this work, but owing to the unremunerative prices at which most of it was taken, (the price of lumber and labor having risen in the interval between the time of commencement and completion of their contracts fully 30 per cent.,) the fencing progressed so slowly that it was found necessary to put on large forces of men in the pay of the company to push it forward, and at the same time to increase the contract prices, so as to enable the contractors to carry through the Work. The Line is now all securely fenced in with the exception of about two miles on the Western Division, which will be entirely finished within two months. It is in contemplation to cap and batten the whole of the post and board fences early next year. The fences consist of post and board for about two-thirds of the whole distance ; and rail fence for the remainder.

All the surface crossings of public roads are protected either by gates and watchmen, or by cattle guards. All the private road crossings are closed against the railway track by gates.

PRESENT CONDITION OF THE LINE AND WORKS.

All the mechanical structures have stood the test of the daily heavy traffic over them, without evincing any signs of inherent weakness. Two months before the opening of the Eastern section of the Line, the culvert over the Twelve-mile Creek at St. Catharines broke down, when the heavy clay embankment was being formed over it. It had been unfortunately built on an insecure natural foundation, without any artificial aid beyond a bed of concrete and a double course of planking, and the consequence was, that the immense pressure of the bank over it, added to its own weight, broke the bench walls through the upper crust of the foundation, and caused them to settle 5½ feet into a stratum of soft clay beneath. This culvert was 25 feet span, a heavy structure, begun nearly two years before the accident occurred. The Line was opened by means of a temporary trestle structure, built over the spot where this accident happened ; and now a more durable trestle viaduct has been built, for a length of 900 feet, on a deviated line, so as to admit, at a future time, of the reconstruction of the culvert, or the substitution of a viaduct built up to the level of the rails. All the other culverts on the line are standing well, being in general composed of very good rock-faced ashlar masonry. The larger bridges consist generally of wooden trusses from 100 to 160 feet, spans, resting, in most cases, on stone abutments ; none of these have suffered at all from the past eight months' traffic. The greater number of these, as well as all the larger stone culverts, have been built of a sufficient width to admit a double track being laid down over them. All the public and private Road Bridges over the Line are built of timber, resting on dwarf piers and abutments of stone masonry. On the Western Division of the Line, between Lobo and Chatham, where no stone could be obtained, the structures are built entirely of wood, supported on piles.

The experience of the past winter and spring has testified most satisfactorily to the durable and substantial nature of all the earth-works along the Line, unfinished as they were in many important respects at the period of the opening of the Line. The only interruption to the traffic of the road took place at the Desjardins embankment trestle work, and at the Mountain slides near Dundas, both of which works were entirely of an exceptional character.

The bank over the Desjardins gorge is at an elevation of 75 feet above the water level, beneath which there is at the centre of the gorge a depth of 60 feet of mud before a solid bearing is reached. A sudden subsidence of a portion of the bank during its formation in the beginning of July last, depressed the trestle work to the extent of several feet, thereby obstructing the passage of trains over it for nearly a week, whilst it was being raised again to its original level. The experience of the past two months affords very strong proof that this bank has now practical-

to the cross ties. Of the above there are on the main Line 34½ miles of fished T rail; 156 miles of U rail; 23½ miles of light compound rail; 15 miles of heavy compound rail. All the sidings are laid with the common T or flange rail, weighing 62½ pounds per yard, with cast iron chairs at the joints.

Subjoined I beg to lay before you a detailed estimate of the cost of completing the above mentioned works, dating from 1st August last, in which an allowance is made for every item required for finishing the road-bed and track in a first class manner, and for placing the whole of the works and structures in a perfectly sound and finished condition.*

EASTERN DIVISION.

	$ c.	£ s. d.
1—Grading	79,400 00	
2—Masonry, Bridging, Building, &c., ...	165,550 00	
3—Drainage Works	35,960 00	
4—Permanent Way	127,560 00	
	408,470 00	
Add ten per cent for Engineering and Contingencies	40,847 00	
	$449,317 00	£112,329 5 0

CENTRAL DIVISION.

	$ c.	£ s. d.
1—Grading	107,400 00	
2—Masonry, Bridging, Building, &c. ...	136,900 00	
3—Drainage Work	133,160 00	
4—Permanent Way	158,620 00	
	536,080 00	
Add 10 per cent for Engineering and Contingencies	53,608 00	
	$589,688 00	£147,422 0 0

WESTERN DIVISION.

	$ c.	£ s. d.
1—Grading	47,500 00	
2—Masonry, Bridging, Building &c. ...	106,500 00	
3—Permanent Way	207,300 00	
	361,300 00	
Add 10 per cent for Engineering and Contingencies	36,130 00	
	397,430 00	99,357 10 0
Total, ...	$1,436,435 00	£359,108 15 0

* It has not been considered neeessary to print all the items composing the estimate, and, therefore, all but the summary is omitted.

It must be borne in mind that the above estimate only covers the completion of the line with a single track throughout, and has only made provision for the accommodation of a traffic not exceeding an average of £8,000 to £10,000 currency, per week.

This estimate might be reduced to the sum of £309,000 by throwing out nearly the whole of the sums under the head of Drainage Works, and some other items not absolutely necessary for merely ensuring a sound and safe track, and a reasonable amount of station and siding accommodation; but by following this course with reference to the Drainage Works, the cost of maintenance of way would be largely increased and there would not be the absolute certainty of possessing a track secure from injury from rain or frost, and over which the trains could run at full speed in every season of the year, which the adoption of the complete estimate would ensure. In fact, this estimate assumes the construction of a permanent way, equal in all essential particulars to that of an English Railway, and though it has not hitherto been the practice on this continent to make such a thoroughly completed track as is here contemplated, there cannot be a doubt of the sound policy of such a course, especially when it is borne in mind that the severe winters of this climate subject the track and Drainage Works to far greater risks of displacement and damage than the same are liable to in England.

There can be little doubt entertained as to the sufficiency of this estimate to cover the cost of putting the Line into the efficient condition above mentioned, because from the present advanced state of the Works, there is no heavy sum required for any one extensive piece of Work where a large margin for contingencies would be necessary; but the gross expenditure estimated is made up of a large number of comparatively small items, all I believe accurately estimated in detail on the data obtained from the experience of the past eight months working of the Line.

I have the honor to be,
GENTLEMEN,
Your most obedient Servant,

G. LOWE REID, ENGINEER.

HAMILTON, 14th September, 1854.

REPORT OF THE MECHANICAL SUPERINTENDENT.

MECHANICAL DEPARTMENT,
Hamilton, 20th September, 1854.

To the President and Directors of the Great Western Railway.

GENTLEMEN,

In presenting my Report for the seven months ending 31st July, 1854, I beg to remark as follows:—

The stock of Engines is generally in good working order, with the following exceptions, viz:—

The Canada,
Niagara,
London,

which require a thorough repair, they having been for many months, before the Line was opened, employed in the construction of the Line, and subsequently

in hauling the heavy Freight Trains. I have arranged that these Engines shall at once be thoroughly repaired so as to be available for the Autumn and Spring Traffic.

The repairs of Engines generally have been heavy, owing partly to the breaking of several Tender Axles, which were made of bad material ; partly to the number of casualties occasioned by Cattle straying on to the Track when first opened ; and partly to other breakages occasioned by the comparatively incomplete state of the Line at its first opening. The following Engines have, from the above cause, been subject to heavy repairs, much new work has been done to them, and I consider them now to be stronger and more substantial than they were at first, viz :—

The Ontaria,
Kent,
Gazelle,
Samson,
Chatham, and
Oxford.

The following Engines have also received considerable repairs, viz :—

The Canada,
Norfolk,
Brant,
Middlesex,
Essex.

they are now, with the exception of the *Canada*, in good working order, having had various improvements introduced, and been strengthened in many parts.

The *Jupiter* was damaged by Fire at St. George's, when the Engine House there was burnt, through carelessness of the man in charge.

Our ordinary working expenses have necessarily been heavy, owing to the above and other reasons, viz :—the unballasted state of the road during the breaking up of the frost, rendering the Track uneven—the unfinished condition of the Water Stations, Engine Houses, and Workshops, and the want of proper machinery and convenience for doing the work economically. There has also been great difficulty in getting workmen. The great sickness of this past summer has materially increased the cost of labor. We are now supplied with various new machinery, and in a few weeks I expect to have it all running, and the shops in a condition to do any work that may be required.

Two of the heavy Freight Engines ordered from Messrs. Slaughter & Co., are now on the line, and the others have arrived at Montreal. With these additions to the present stock, I hope to meet all the requirements of the winter traffic.

The total cost of working Engines, inclusive of repairs, has been 1s. 3¼d., currency, per mile, equal to about 1s. st'g.

The number of miles run by engines during the seven months was 246,668.

The mileage of Engines on traffic account now averages about 11,000 per week.

The cost of maintaining and repairing cars has also been heavy, arising from the following causes :—

The uneveness of the Track on the frost breaking up.

From bad material and workmanship.

From faulty construction.

From accidents arising from Cattle being on the Track, and the breaking of bad Tender Axles, and

From the high prices of materials and labor.

We have had on an average six First Class Passenger Cars, out of thirty, under repair daily. The repairs done have been expensive, amounting in some

cases almost to renewals, but the whole stock I consider is improved. The Freight and Platform Cars have from the same causes, been a source of great expense ; nearly all the Iron work has had to be renewed or repaired ; but the Cars are on the whole in better condition than when they were delivered to the Company.

I have reason to expect that the expenses of the Car Department will in future be less in proportion to the miles run and the number of Cars in use.

I am, Gentlemen,
Your obedient servant

W. BOWMAN,
Mechanical Superintendent.

AUDITORS' REPORT.

The Auditors beg to report that, in pursuance of instructions received from the Board of Directors in April last, they have carefully examined the accounts and vouchers connected with the expenditure and receipts of the Great Western Railway up to the 31st July, 1854, and have much pleasure in being able to testify to their accuracy.

They beg, however, to remark that the amount of Traffic receipts as published herewith, exceeds the amount at the credit of the cash account by about £18,000, owing to that sum being due to the Company for Freight charges, mails, &c., and not having been received up to the 31st July. The necessary certificate for this asset has been furnished by the head of the Audit Department.

The Auditors may perhaps remark that the sum appropriated to maintenance of Way, is £120 per mile, though a larger sum was originally proposed for that purpose. In the unfinished state of the Line, when opened, Shareholders can best judge whether £120 per mile is sufficient—it seems impossible to separate in the gross expenditure exactly what amount under the circumstances belongs to construction and what to maintenance of Way.

Notwithstanding the very heavy expenditure incurred in the construction of the Line, it appears evident, that with judicious management, a very handsome return must eventually accrue ; and from the very cheering prospect which the gradually increasing traffic of the Line presents, it would not be premature confidently to assume that the Company will have a much larger sum available for a Dividend at the expiration of the next six months, than is now at the disposal of the Board of Directors for that purpose at the declaration of this—their first dividend. It is proper to observe that the whole of the accounts are kept in Halifax Currency. All of which is respectfully submitted.

M. O'REILLY,
RICHARD P. STREET, } AUDITORS.

September 27, 1854.

GREAT WESTERN RAILWAY.

Statement of Mileage, run by Passenger, Freight, Gravel, and Wood Trains, for seven months, ending 31st July, 1854.

	Passenger Trains.				Freight Trains.		Gravel.	Wood.	Total.
	1st Class.	2nd Class.	Baggage.	Express and Mail.	Freight Cars.	Platform Cars.			
January	40,204	... ...	1,136	3,668	38,085	... ...	140,685	... ...	223,778
February	55,188	... ...	22,718	8,804	45,268	2,490	33,000	... ...	167,468
March	62,753	7,532	24,264	10,960	57,222	4,366	56,404½	5,844	229,445½
April	67,418	8,364	29,256	9,508	92,270	6,600	169,337½	11,275	394,048½
May	88,664	22,970	40,962	14,484	62,610	4,320	236,142½	16,944	487,126½
June	80,096	36,412	41.256	14,760	51,867	5.301	448,000	17,280	694,972
July	75,758	31,974	3,844	21,348	57,560	10,515	512,000	17,300	730,299
Total	470,081	107,372	163,436	83,532	404,912	33,592	1,595,569½	68,643	2,927,137½

AUDIT OFFICE.

Statement A.—A Statement shewing the number of Passengers conveyed monthly, from January to July, inclusive, 1854.

Month ending.	Going Eastward. Number of Passengers.			Month ending.	Going Westward. Number of Passengers.			
	Local.	Foreign.	Total.		Local.	Emigrants.	Foreign.	Total.
January 31	12325	631	12956	January 31	15237	... ...	828½	16065½
February 28	7093	1217½	8310½	February 28	8359	... ...	3114½	11479
March 31	9067	1694	10761	March 31	9884½	757	5796	16437½
April 30	9493½	1672	11165½	April 30	10341½	2983	5331½	18650
May 31	12833	2213½	15046½	May 31	13695	2395	6189	22279
June 30	12556	3870½	16426½	June 30	13531	4891½	3970	22392½
July 31	10476½	2605	13081½	July 31	10299½	2442½	3135½	15877½
Totals	73844	12903½	87747½	Totals	81347½	13469	28365	123181

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

Statement B.—Statement of Monthly Traffic, from January to July, 1854.

Dates.	Passenger Traffic. Local. No.	Local. Amount.	Foreign. No.	Foreign. Amount.	Emigrants. No.	Emigrants. Amount.	Total. No.	Total. Amount.	Sundries. Mails and Express Freight. Amount.	Sundries. Excess Luggage and Dogs. Amount.	Freight and Live Stock.	Total.
		£ s. d.		£ s. d.		£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January	27562	9331 10 1¾	1459½	2073 10 0	...	... ...	29021½	11405 0 1¾	413 3 3½	208 16 6½	1939 4 9½	12490 14 9½
February	15452	5685 18 9	4332	6088 2 6	..	.. .. ..	19784	11774 1 3	511 2 6	149 12 3	6236 19 4	20147 5 4
March	18951½	7049 14 2¾	7490	10611 15 2	757	428 17 9	27198½	18090 7 1¾	551 0 0	180 3 11½	5151 1 5	23972 12 6¼
April	19835	7378 0 11	7003½	9324 2 10	2983	1938 15 16½	29821½	18640 19 7½	936 5 5	150 6 11½	7007 10 7½	26735 2 7½
May	26528	9508 6 9½	8402½	8769 11 7	2395	1190 14 9	37325½	19468 13 1½	1088 16 3	143 7 6	4292 16 8	24973 13 6½
June	26087	9528 1 5½	7840	8025 9 4½	4891½	2128 5 0	38818½	19681 15 10	1038 17 6	280 0 5	3576 9 10	24377 3 7
July	20776	7022 5 5	5740½	4824 13 1½	2442½	998 0 3	28959	12844 18 9½	998 8 9	130 16 6	3214 15 3	17408 19 3½
Totals	155191½	55503 17 8½	42268	49717 4 7	13469	6684 13 7½	210928½	111905 15 11	5537 13 8½	1243 4 1½	31418 17 11	150105 11 8

Statement C.—Statistical Statement of Freight Traffic, shewing the quantities conveyed from 1st January to the 31st July, inclusive.

Tons of Merchandize. Dry Goods.	Hardware, Machinery and Castings.	Earthenware, Glass-ware and Crockery.	Heavy Metals in bulk.	Stones, Slates and Bricks.	Wool, Yarn and Cotton.	Hides, Skins and Leather.	General Groceries.	Pork in the Hog.	Vegetables and Green Fruits.	Ale and Beer in Bottles and Casks.	Drugs, Paints, Oils, &c.	Furniture.	Sundries.	Feet of Lumber.	Barrels of Merchandize. Flour.	Oatmeal, Pot and Pearl Barley.	Pork.	Whiskey, High Wines, and Alcohol.	Salt.	Pot, Pearl and Soda Ash.	Plaster of Paris.	Bags of Merchandize. Wheat and Corn.	Oats.	Barley and Rye.	Peas and Beans.	Bushels of Merchandize. Flour and Meal.	Bran and Pollard.	Grain.	Potatoes.
2878¼	2241	302⅛	1227¼	351⅝	138⅞	453¼	2306	988½	141⅞	111½	446¼	1178	1179⅛	2557000	53674	221	565	5114	2311	1844	7711	30946½	2313[illegible]½	3490	7469½	1432	1699	34714	3411

GREAT WESTERN RAILWAY.

AUDIT OFFICE.

STATEMENT D.—Statement of Passenger and Freight Traffic at each Station to the 31st July, 1854.

STATIONS.	PASSENGERS.		SUNDRIES BY PASSEEGER TRAINS.	FREIGHT AND LIVE STOCK.		TOTAL TRAFFIC.
	No.	Amount.		Tons of Freight.	Amount.	
		£ s. d.	£ s. d.		£ s. d.	£ s. d.
Niagara Falls	53413	40025 7 0	501 18 2½	5110¼	9755 3 6½	50282 8 9
Thorold	1932	380 16 0¾	10 1 10½	194½	123 12 4	514 10 3¼
St. Catherines	9733	2417 10 5¾	30 14 5	483⅛	380 11 4	2828 16 2¼
Beamsville	2718⅓	434 0 0½	3 8 7	45	34 6 10	471 15 5½
Grimsby	3696½	573 6 11¼	9 9 4½	132	107 6 6	690 2 12
Stoney Creek	1129	149 6 4½	0 9 2	2½	1 12 11	151 8 5½
Hamilton	39567	14645 11 7½	238 11 8½	6005¾	7649 0 3½	22533 3 7¾
Dundas	3683	665 3 2½	14 10 3	544⅜	355 15 1	1035 8 6½
Flamboro'	478½	69 4 11	2 2 0	468	121 14 4	193 1 3
Paris	12419½	4358 16 6	29 6 1	4063¼	2412 9 0	6800 11 7
Princeton	2246	431 6 1½	1 1 0	365⅝	205 3 9	637 10 10½
Woodstock	9345½	2468 19 7¾	7 4 9½	1466	982 2 3	3458 6 8¼
Beachville	1537	231 2 10½	1 1 0	755¼	551 15 0	783 18 10½
Ingersoll	7117	1847 2 0	7 7 4	2343⅞	1239 5 3½	3093 14 8
London	21077½	9083 7 4¾	110 16 11½	2141⅞	2435 12 10½	11629 17 2¾
Lobo	1619	1076 5 4½	0 6 3	201½	297 18 0	1374 9 7½
Ekfrid	935½	219 11 6	1 0 9	18⅞	27 10 4	248 2 7
Wardsville	2918½	422 17 0½	7 16 7	4½	8 16 3	439 9 10½
Chatham	5676½	2889 4 2½	11 19 6	346⅜	426 8 11	3327 12 7¼
Windsor	29556½	29516 16 7	253 18 3½	2920½	4302 13 1	34073 7 11½
Mail and Express Freight...	. . .	. . . . .	. . . . .	. . .	. . . . .	5537 13 8½
	210928½	111965 15 11	1243 4 1½	27612⅛	31418 17 11	150105 11 8

1st Session, 5th Parliament, 18 Victoria, 1854.

STATEMENT, AND REPORT,

Of the affairs of the Great Western Railway Company, 30th Sept., 1854.

(*Mr. Mackenzie.*)

Ordered, by the LEGISLATIVE ASSEMBLY, *to be Printed* 18*th* Oct., 1854.

QUEBEC:
PRINTED BY LOVELL AND LAMOUREUX,
MOUNTAIN STREET.